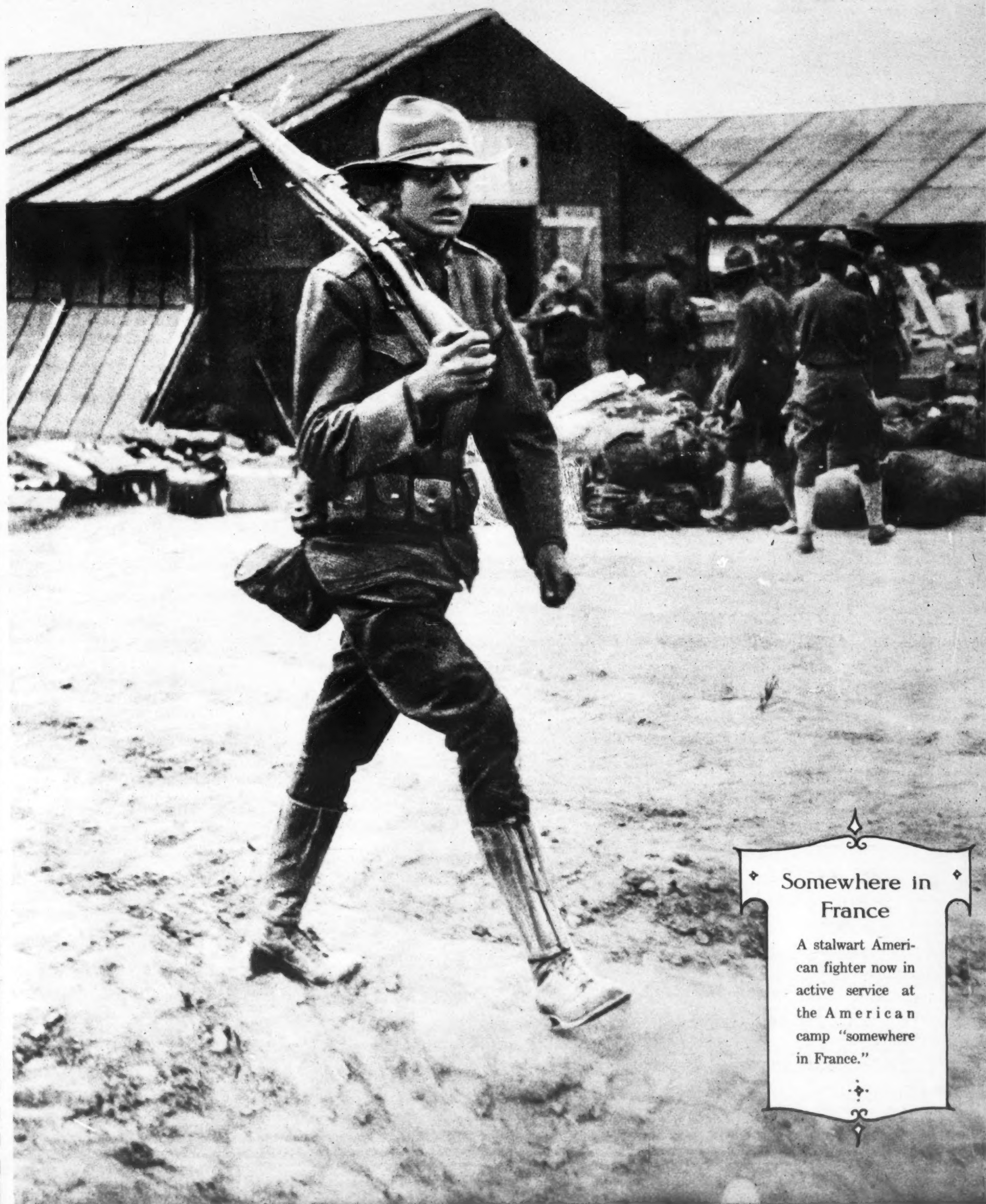


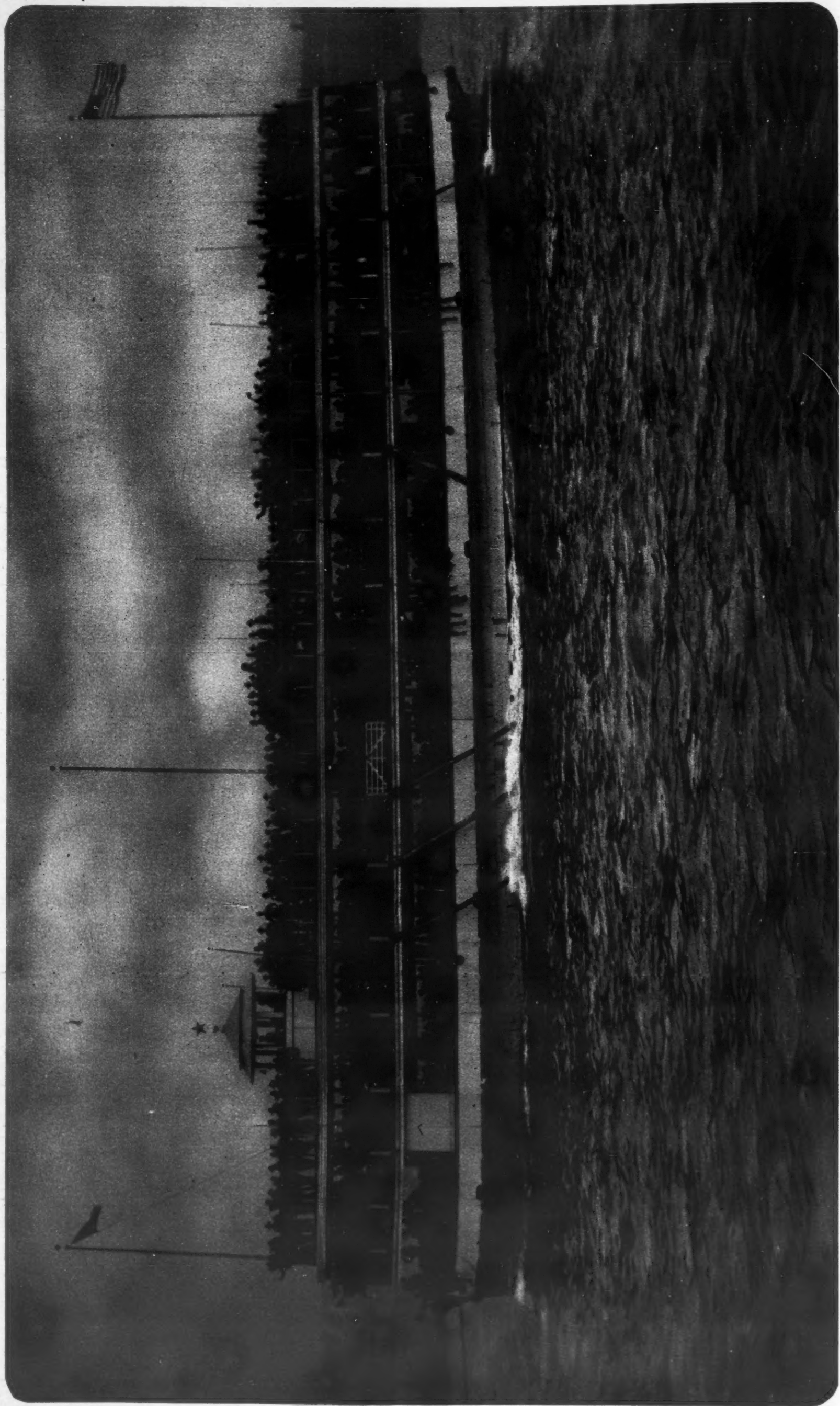
MID-WEEK PICTORIAL



◆ Somewhere in
France ◆

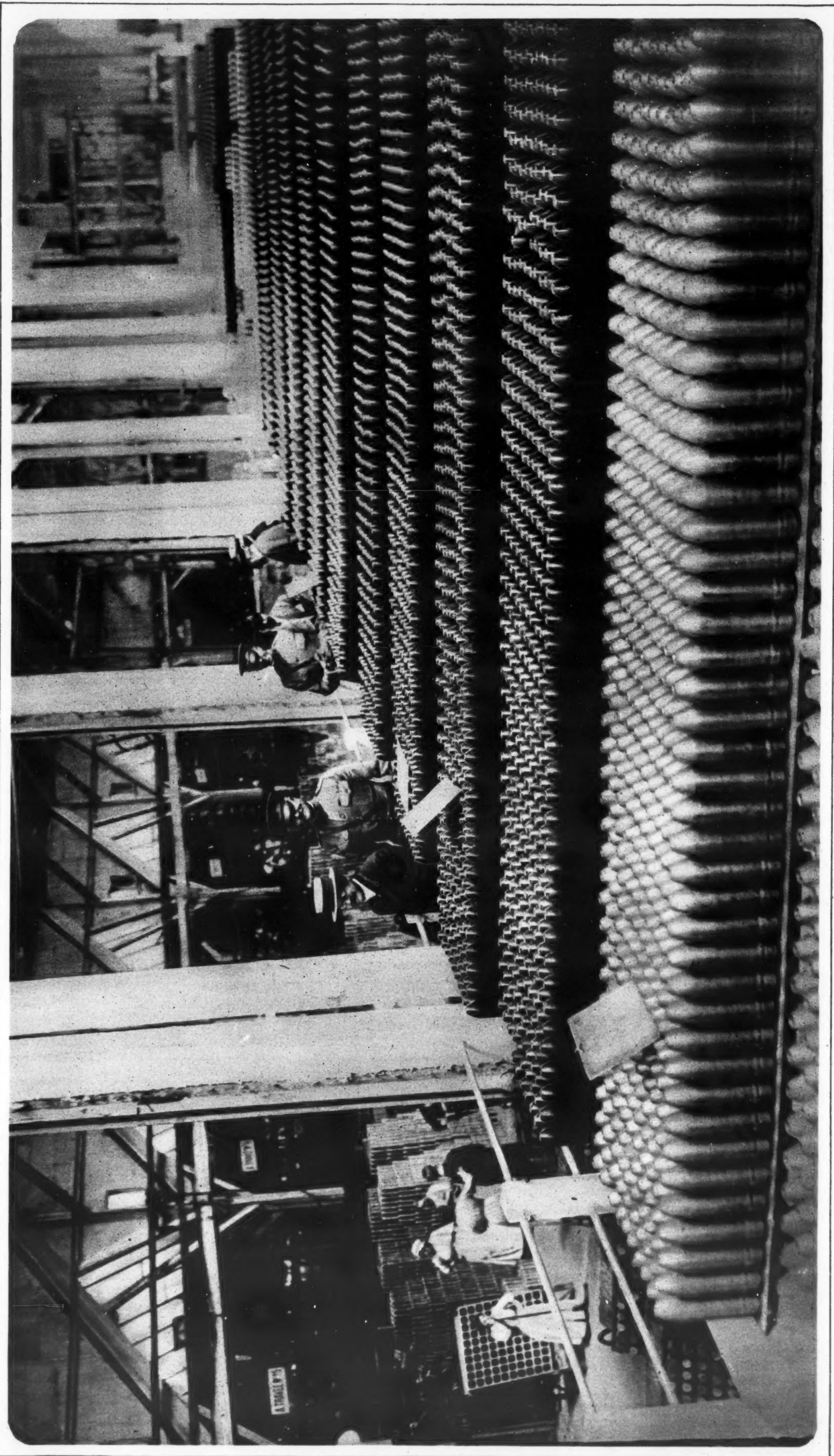
A stalwart American fighter now in active service at the American camp "somewhere in France."

Troops of the United States Army Bidding Farewell to New York Before Leaving for France



♦♦ A BARGE LOAD OF AMERICAN TROOPS FROM ONE OF THE FORTS GOING DOWN ONE OF THE RIVERS SURROUNDING MANHATTAN ISLAND BOUND FOR "SOMEWHERE." THE CRYPTIC
CHARACTER OF THIS EXPLANATION IS DUE TO THE CENSOR.
(Photo © International Film Service.)

Pershing Impressed by Supplies of Munitions Piled Up for the New French Offensive



General Pershing has been rapidly making himself acquainted with all sides of the fighting forces and war industries of the Allies. Recently he inspected one of the largest of the munition plants

which have come into existence in Paris since the war, and he was greatly impressed by the thoroughness with which the French have gone to work to keep the man behind the gun well supplied with

high explosive shells. The above photograph shows the American Commander in Chief going through one of the many large rooms where the shells are collected before being sent to the front.

(Photo © International Film Service.)

A Pleasant Internment Camp for German Sailors



THE HOTEL AND GROUNDS AT HOT SPRINGS, N. C., WHERE THE CREWS OF GERMAN MERCHANT SHIPS ARE INTERNED.

THE officers and crews of the German merchant ships, who were interned when the United States became a belligerent and seized the vessels, are being well looked after by the Government. These men are not prisoners of war, and international law prescribes that they be merely interned. So that they might be housed properly the Government early in June leased the Hot Springs Hotel and grounds at Hot Springs, North Carolina, which are shown in the photographs on these two pages. This pleasant internment camp is under the control of officials from the Department of Justice and Labor. Many of the men are working, some as cooks, others as gardeners raising fruit and vegetables, but their labor, in accordance with international law, is quite voluntary and is being paid for at twenty dollars a month. But as interned men are not allowed to have large sums of money in their possession, they receive only three dollars a month in cash, while the remainder



THE DINING ROOM AT THE INTERNMENT CAMP. ALL FOOD IS PREPARED, COOKED, AND SERVED BY GERMANS.



OFFICERS OF SEIZED GERMAN MERCHANT SHIPS KEEP THEIR MINDS ACTIVE ON A SUMMER AFTERNOON BY PLAYING CHESS.

is deposited for them in the Postal Savings Bank and will be drawn only at the end of the war. The photographs show that the accommodation and surroundings are pleasant and comfortable, and as the Germans have their own cooks they get their

food just the way they want it cooked. In the large grounds there is plenty of space for exercise and sport; and in addition they have music supplied by a number of first-class German bandsmen who were in China when war broke out, and who in trying to reach

Germany were unable to get beyond the United States. The German eagerness for education and self-improvement is evinced in the classes which have been established in the camp for the study of English, history, engineering, and other subjects, and which

are attended by a large number of the men who have not volunteered for work. Another outlet for the energies of some of the men is the construction of a rustic village to look just like one in the Fatherland.

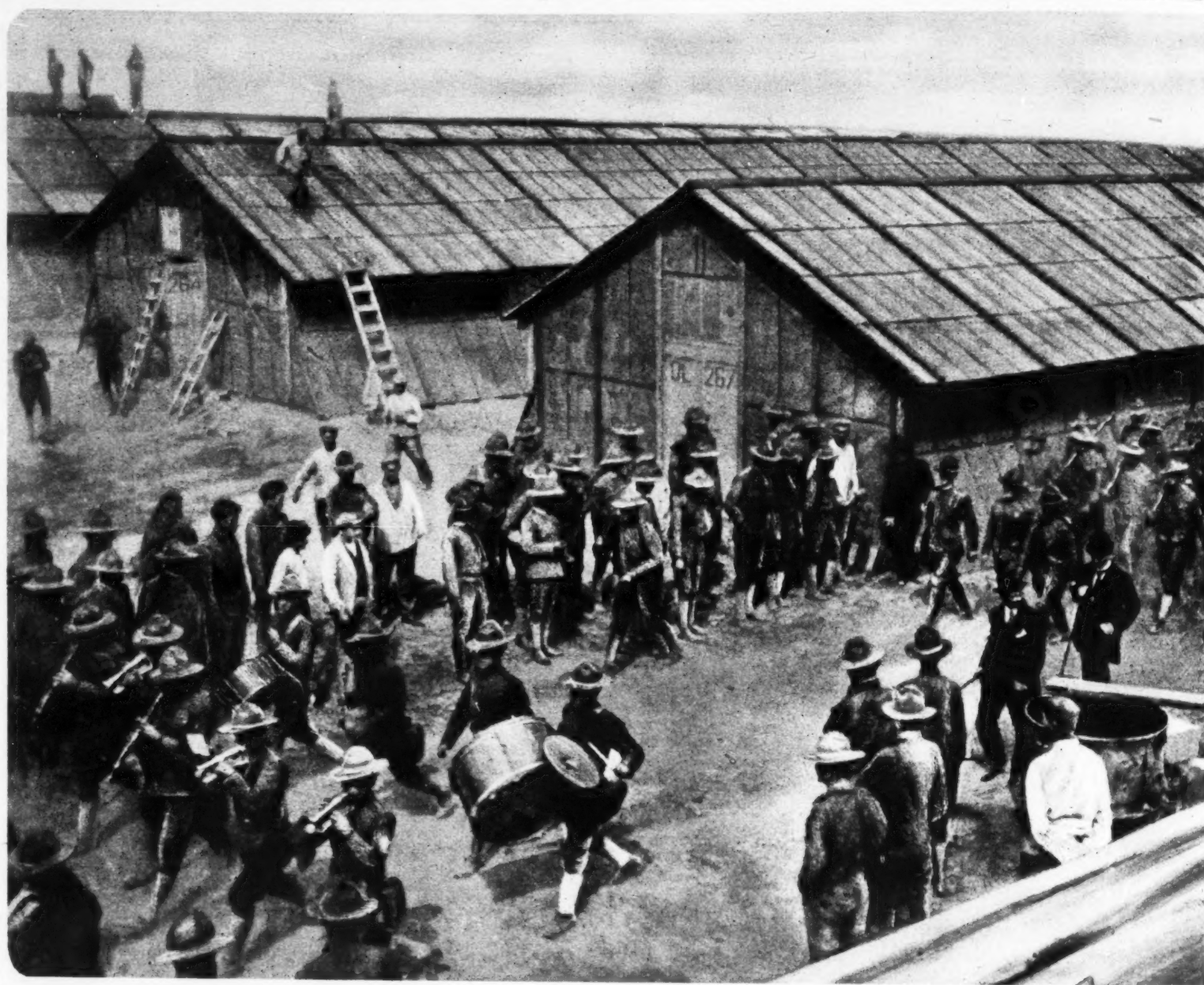
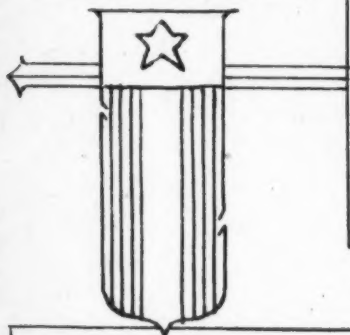
(Photos © Press Illustrating Service, Inc.)



THE HOSPITAL OF THE INTERNMENT CAMP. BESIDES THE UNITED STATES SURGEON THERE ARE SEVERAL GERMAN PHYSICIANS IN ATTENDANCE.

American Troops Making Good Progress

FROM photographs which have just been received can be seen the excellent preparations made by the French to house the United States troops. The encampment shown in the large picture was built under the direction of French officers by German prisoners of war, who are not the least interested observers of the newly arrived American soldiers marching into their new quarters. The location of the encampment is being kept a secret at the request of the censor. While the American troops in France are going through the finishing stages of their training, splendid progress is being made with the raw recruits at home. The two other photographs show some of the newly enlisted men of the New York 12th Regiment drilling in Central Park,



A BATTALION OF TROOPS OF THE FIRST UNITED STATES CONTINGENT IN FRANCE MARCH-

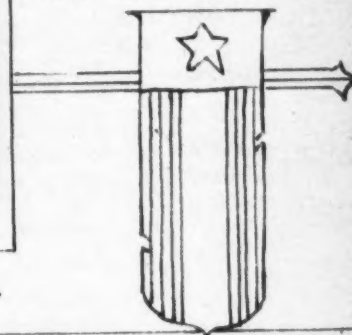


RECRUITS TRAINING IN CENTRAL PARK, NEW YORK CITY.
(Photo © Underwood & Underwood.)

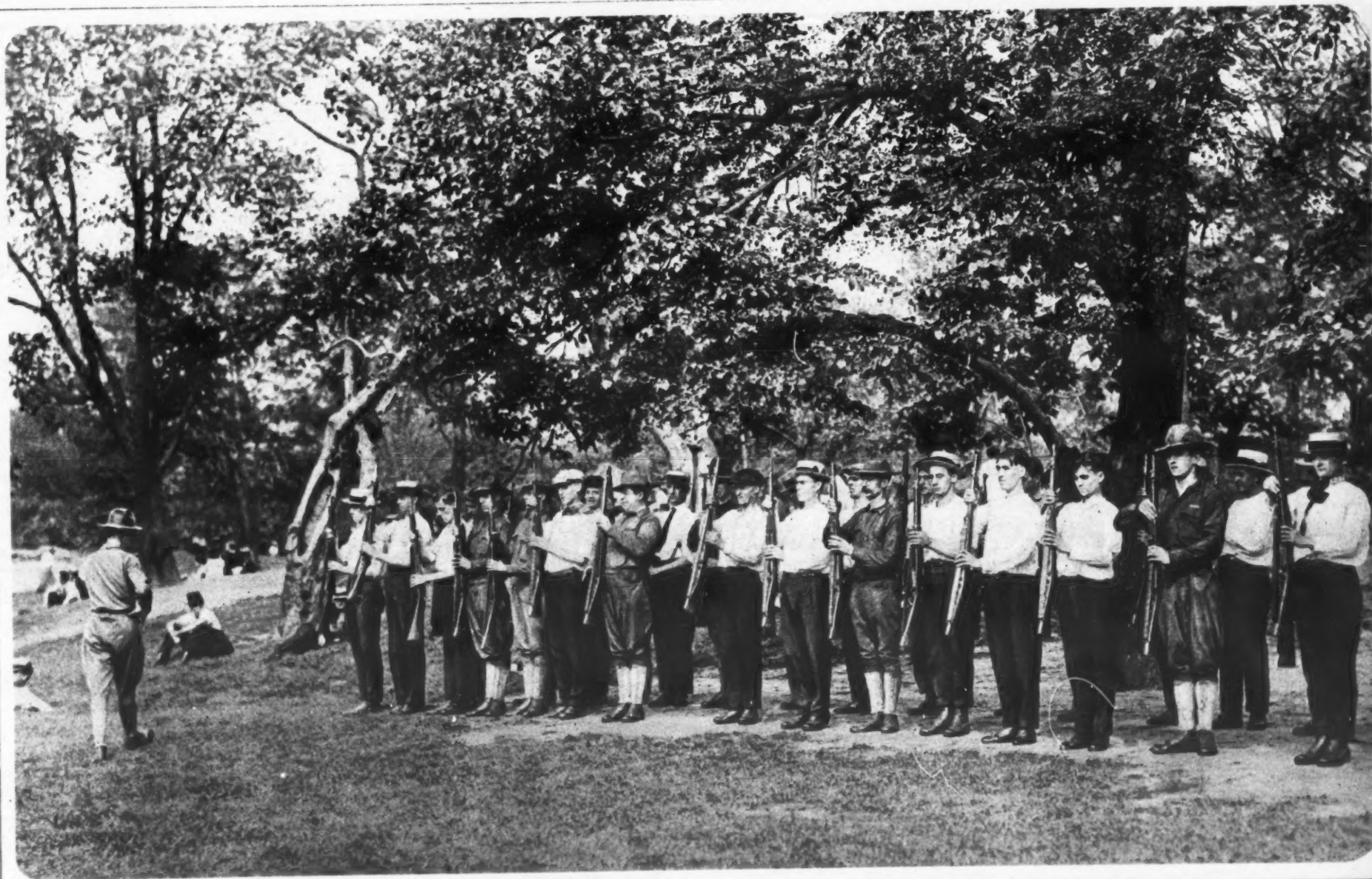
With Their Training in France and at Home



New York City, instead of the armories, on account of the Summer heat. The officers report that the recruits are learning their business far more rapidly than was expected, no doubt because it is war time, and they feel the stimulus of a great emergency. The time spent in the "awkward squad" has been reduced to a day or two at the most, so that it is not long before recruits are getting instructions in the fundamentals, such as the manual of arms and marching formations. During the first few months the rate of progress is necessarily slow, but the second half million men will be ready much more quickly than the first half million, because gradually we are getting a larger number of experienced officers and instructors to teach the beginners. The new armies consequently cannot be expected to be of much use until the officers' training camps have done their work.



ING INTO THEIR CAMP, WHICH HAS BEEN CONSTRUCTED BY GERMAN PRISONERS



FIRST LESSONS IN THE ART OF HANDLING A RIFLE.
(Photo © Underwood & Underwood.)



A WONDERFUL EXAMPLE OF ARCHITECTURE IN SIAM, THE LATEST COUNTRY TO JOIN THE ALLIES. THE BUILDING IS KNOWN AS WAT CHENG, AND IS THE HIGHEST TEMPLE IN SIAM.

(Photo Underwood & Underwood.)

Siam, the Latest Recruit on the Side of the Allies

SIAM, the latest adherent to the cause of the Allies, is an Asiatic State largely under the influence of Great Britain and France, to both of which in recent years it has ceded territory. Its present area is about 195,000 square miles, part of which occupies the Indo-Chinese and part the Malay Peninsula. The population is over 8,000,000. The present King, Chowfa Maha Vajiravudh, is thirty-six years of age and has been on the throne since October, 1910. He is a modern-minded young man and has been active in introducing western methods into the kingdom over which he is absolute ruler, though he is largely guided by a General Adviser, who is an American, a British Judicial Adviser, and a French Legislative Adviser. He is keen on developing a modern system of education, developing irrigation schemes, and building railroads. The Siamese defense system is based upon the principle of universal service, and the army is trained on



VAJIRAVUDH,
KING OF SIAM.

European lines, but its peace strength is only 12,000 men. Considerable reliance, however, is placed upon the marine infantry, which has 15,000 men. The principal sources of wealth are rice, lumber and mining. Forced labor is exacted from the rural population, but wages are said to be higher than in any other Oriental country. Chinese coolies do the chief part of both skilled and unskilled labor in the south. Bangkok is the capital and largest city with a population of over 600,000. What part Siam will play in the war is not yet clear. It is, however, a sign of the democratic movement which the war has initiated throughout the world that a small nation like Siam should wish to be numbered among Germany's enemies. The first step taken by the Siamese Government on the declaration of a state of war was to seize the German ships which had been sheltering in Siamese ports. These ships will now be available for use by the Allies.

Below—The King of Siam inspecting his troops at a military review. He is on the black horse, attended by a groom. Although his army is small, it is trained on modern lines and has up-to-date equipment.

(Photo Underwood & Underwood.)

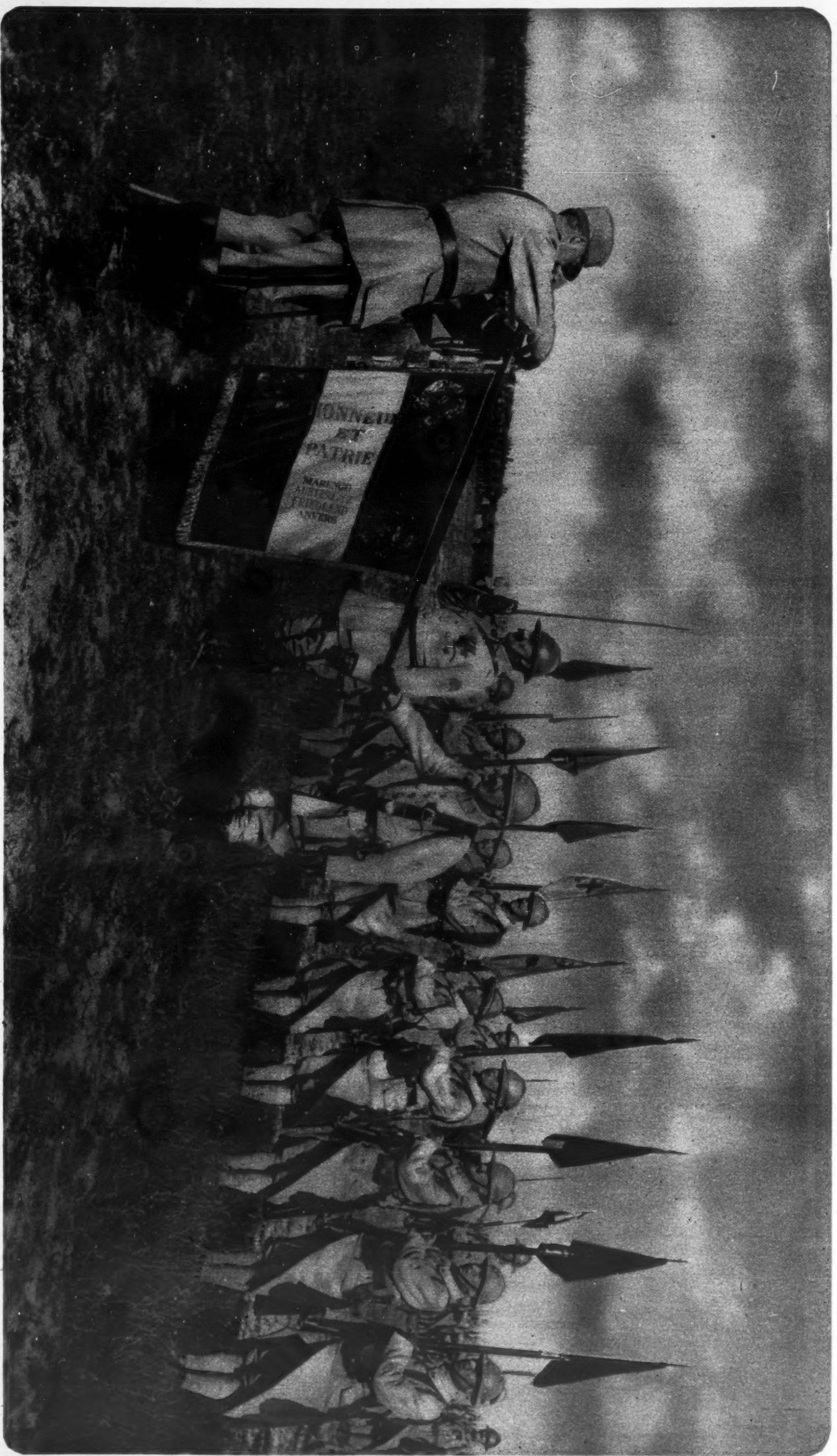


At left—A scene typical of the barbaric splendor of the Orient. The King of Siam in his robes of state is entering his palanquin, but, being an up-to-date young monarch, he ordinarily prefers an automobile.

(Photo Underwood & Underwood.)



Honoring the Brave Soldiers of France for Their Valor in War



Every year a grand review of the French armies takes place, when awards and decorations are presented. The photograph reproduced above shows the first review of 1917, which was held early in July in the Aisne region. This is the army which carried

out the advance into the territory which the Germans were forced to abandon and also the great offensive which was begun on April 16. Hundreds of the men received medals of the Legion of Honor and other decorations. In the picture General Passaga is

seen decorating the banner of one of the regiments with the cross of war. The regiment, it will be noticed, has behind it the tradition of the Napoleonic wars, for it is inscribed with the names of Marengo, Austerlitz, Friedland, and Antwerp (Anvers).

(French official photograph, from Pictorial Press.)

Tanks Getting Ready Behind the Lines in France



The crew of one of the great French tanks refilling the reservoirs of the tank with benzine the day before the great charge. The tank is "camped" under a tree so that it may not be seen by

the foe's airmen. All along the line such preparations are being made. Extraordinary quantities of ammunition are being hauled up for the big guns, and the men are primed for the attack.

(Photo © Underwood & Underwood.)



A Canadian tank and its crew having a rest in a French village, where the strange weapon is attracting lively interest. The crew of a tank in time acquire quite a parental feeling about it,

and are most solicitous about keeping it in form for its work. Although "tank sickness" is a usual preliminary for the recruit in this service, he soon begins to find it quite as exhilarating as an automobile.

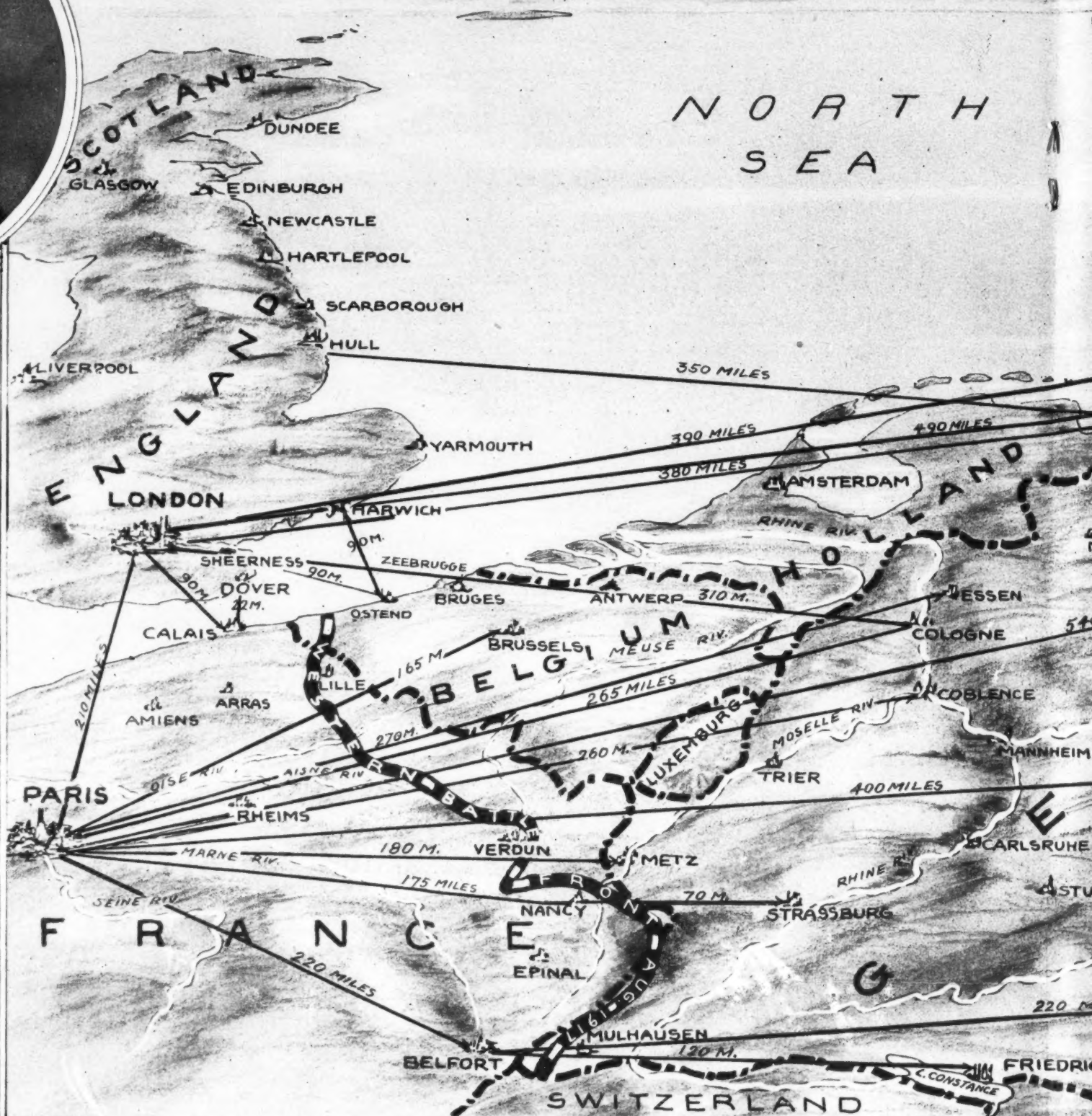
(Photo Amer. Pres. Assn.)

America Preparing to Fight



HIRAM BINGHAM, Professor at Yale, explorer and historian, head of the military aeronautical schools of the aviation service. (Photo © Harris & Ewing.)

THE appropriation of \$640,000,000 for the army aviation service opens a new chapter in the history of aerial warfare. This sum of money exceeds that voted only the other year for the army and navy combined, and yet the experts say it is not enough. Obviously something has happened to necessitate funds being provided for 22,000 airplanes and 100,000 men to act as pilots, mechanics, and in other capacities in the new air corps. What has happened is this: the airplane is no longer a mere auxiliary or a detail in a modern army, but constitutes one of the major arms of the fighting force. This development, which has taken place only in the last year or two, has been both in the numbers of airplanes employed and in their size, individually, and in their armament. The increase in size has been determined by the question of armament. At the beginning of the war the first duels in the air were fought with pistols. A little later sharpshooters armed with rifles accompanied the pilots. And then, gradually, airplanes were made large enough to carry two and even three machine guns. Special airplanes have also been built to carry extraordinary loads of high explosive bombs; and others again for the great-



LANGLEY EXPERIMENTAL STATION, NEAR NEWPORT NEWS, VA., WHERE EVERY TYPE OF AEROPLANE IS TESTED BY UNITED STATES ARMY OFFICERS. (Photo © Harris & Ewing.)

The above picture was made to convey a glance the territory in most of the aerial actions of the war have been conducted. The distances indicated are aerial distances. It is much more difficult for the Germans to reach England as they have the Belgian coast as a stopping point, whereas for the French or French aviators to reach the manufacturing centers on the Rhine, including the Krupp works at Essen, would be necessary to cross the strongly fortified French German frontier or else to violate Dutch neutrality. German naval bases at Wilhelmshaven and Kiel are still further away, and Berlin is safe in the interior.

(Copyright The New York Times Mid-Week Pictorial.)

ght for Supremacy of the Air



HOWARD E. COFFIN, Chairman Aircraft Production Board, which is to spend \$640,000,000 voted for the Army Aerial Service.

(Photo © Harris & Ewing.)

est possible speed manned by trained observers who make sketches and take photographs of the enemy's positions. Again, at the beginning of the war, airplanes operated singly or in pairs, but today air squadrons consist of as many as from thirty to forty machines of different types, some battleplanes, some bombing planes and some scouting planes. In addition to observation work and attacks on trenches, warplanes have lately been employed to harass the enemy's rear, showering lines of communication with bombs and sweeping them with machine gun fire. Instances have also been mentioned where airplanes took enemy trenches under enfilading fire from machine guns while their own infantry were making charges. As the possibilities of the airplane have been discovered, it has become more and more a decisive factor in warfare; and needless to say that the Germans have not been so unprogressive as may be thought in view of the importance attached by them to the Zeppelin. Since the death of Count Zeppelin the German Army has practically abandoned the airship, and set thousands of mechanics to work constructing airplanes. One of the latest types of German machines is the Götha, which has been very

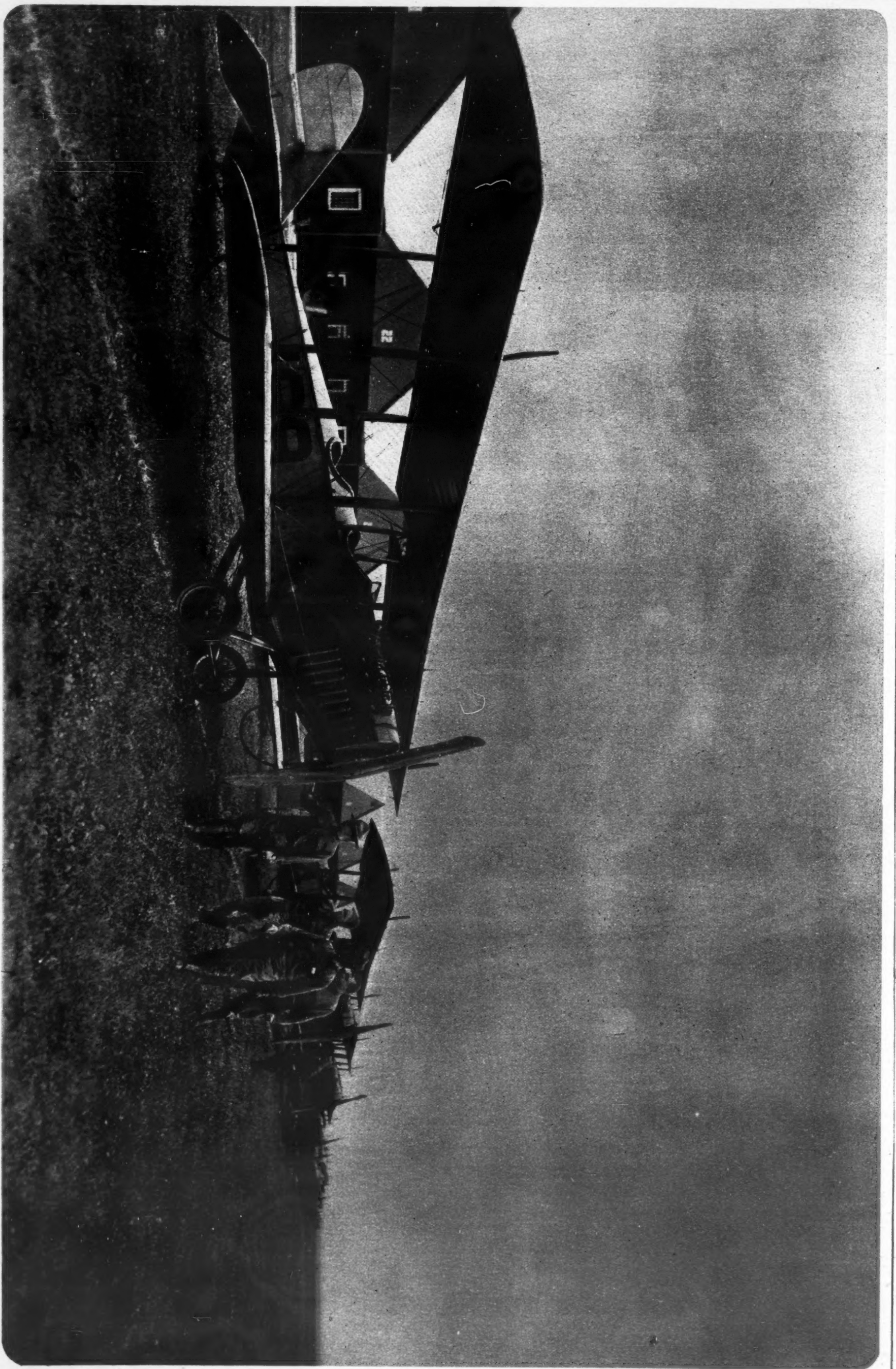
the above picture-map made to convey at a glance the territory in which the aerial operations of the war have been conducted. The distances indicated are aerial distances. It is much easier for the Germans to attack from the coast as a starting-point, whereas for British aviators to reach manufacturing centres on the Rhine, including the great works at Essen, it would be necessary to cross the strongly fortified Franco-German frontier or else via Dutch neutrality. The German naval bases at Wilhelmshaven and Kiel are further away, while the British coast is safe in the far North.

(Copyright The New York Times Mid-Week Pictorial.)



STUDENTS IN AVIATION AT MINEOLA, LONG ISLAND, N. Y., BEING INSTRUCTED BY PAUL MONTARIOL, A FRENCH OFFICER, FROM WHOM THEY ARE ALSO LEARNING TO SPEAK FRENCH.

(Photo Amer. Press Assn.)

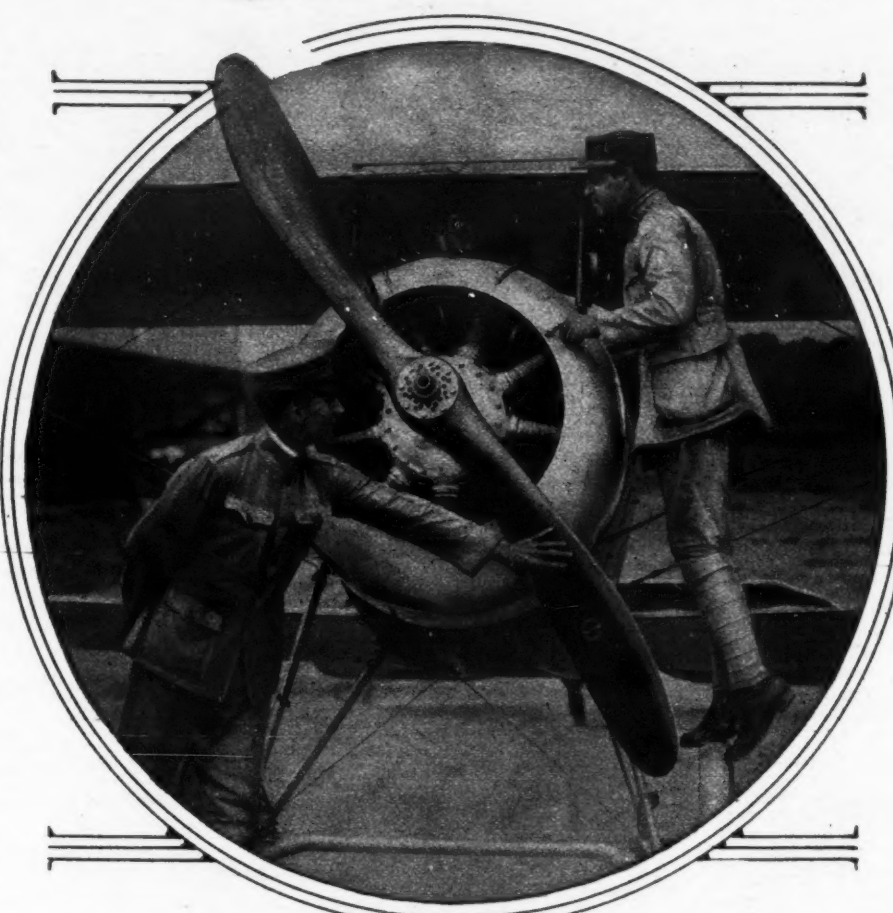


A SQUADRON OF AEROPLANES AT MINEOLA AVIATION SCHOOL, LONG ISLAND, N. Y., WHICH ARE BEING USED FOR THE INSTRUCTION OF AVIATORS FOR THE UNITED STATES ARMY.
(Photo Amer. Press Assn.)

effec
air r
mach
Briti
prod
show
rior
Anot
Capr
whic
page
ducin
chine
called
plane
or on
engin
thoug
bodie
suffic
aloft
or ne
both
two
and o
a so-
whic
gethe
guns
has
miles
ing
6,500
and

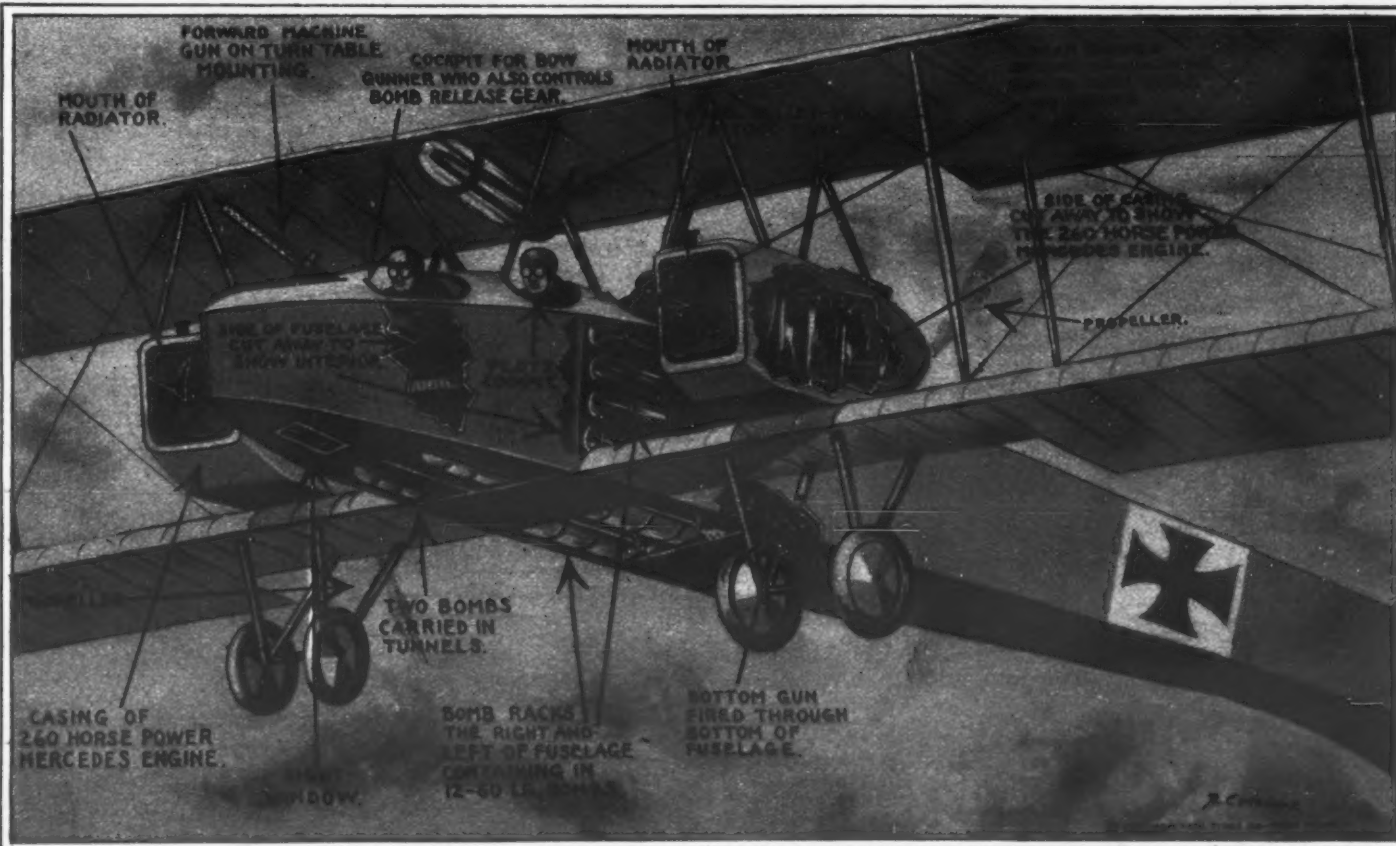
m
Co
p
si
bu
It
is
as
fo
th
fu
ti
fo
le
e
th
gr
o
A

effective. During one of the recent air raids on England, one of the Gotha machines was brought down by the British aviators. The drawing reproduced on one of the following pages shows the general structure and interior arrangements of the Gotha type. Another striking development is the Caproni triplane, a photograph of which is reproduced on one of these pages. Italy has the credit of producing the Caproni, the biggest machine yet employed in the war. It is called a triplane because it has three planes instead of two, as in a biplane, or one as in a monoplane. Its three engines develop 600 horse power, and though there are two fuselages, or bodies, any one of the motors has sufficient power to keep the craft aloft even when the others are disabled or not working. The machine is of both the tractor and pusher type, for two propellers are mounted in front and one in the rear. The plane carries a so-called useful load of 4,408 pounds which assures fuel for six hours, together with a crew of three men, three guns, and 2,750 pounds of bombs. It has a speed of close to eighty-five miles an hour and is capable of climbing 3,250 feet in thirteen minutes, 6,500 feet in twenty-seven minutes, and 10,000 feet in fifty-seven minutes.



Lieutenant E. Lemaître of the French flying corps pointing out the advantages of his Nieuport battle plane at Langley Aeroplane Experimental Station. The machine gun is operated by the one passenger-driver and its shots are so timed that they cannot hit the rapidly revolving propeller blades.

The Caproni is as big as a trolley car. Its wing span is more than 100 feet. It stands twenty-one feet in the air and it is nearly fifty feet long. The only aircraft which compares with it in size is the British Handly-Page machine, which, with two 280 horse power Rolls-Royce motors, carried twenty-seven passengers, and has a wing spread of ninety-eight feet, and the Curtiss and Gallaudet machines made in this country. But the Italians are not satisfied with the Caproni and are now at work on a machine five times the size, which will have motors generating between 3,000 and 3,500 horse power. And now the United States has gone into the business of building a huge fleet of warplanes, but it should be pointed out that the \$640,000,000 appropriation is only for the air service of the army and that no similar provision has yet been made for the navy. Yet, according to the Aero Club officials and naval authorities like Admiral Fiske, the aerial needs of the navy are even greater. According to Admiral Fiske, the seaplane is the likeliest weapon with which to solve the submarine problem; provided machines big enough, fast enough, and with heavy enough armament are made. The Admiral thinks that seaplanes could be made to carry regular battleship torpedoes, and so armed could attack the German naval bases, which are at present inaccessible owing to the surrounding waters being mined.



Above—The monster Caproni triplane, designed and built by the Italians. It is the biggest airplane so far used in the war. A full description will be found in the letterpress accompanying these photographs. (Photo by Courtesy of Aero Club.)

To left—The German Gotha bombing machine, which carries fourteen bombs, each weighing 60 lbs. It has two engines and is armed with three machine guns. One of these airplanes was brought down in the recent raid on London.

New Aspects of the Macedonian Campaign

THE decision of the conference of the Allies which was held in Paris on July 25-26, to withdraw their troops as soon as possible from ancient Greece, Thessaly, and Epirus will not affect military operations on the Macedonian front. The districts embraced by this decision are to the south of the fighting front which is in Greek Macedonia and Southern Serbia. The dethronement of King Constantine and the entrance of Greece into the war relieved the Entente Allies of the necessity of maintaining troops in Athens and elsewhere in old Greece to prevent an attack from the rear, and it is these forces which have been withdrawn. Entente troops were sent to Epirus, to Thessaly, to protect the grain fields, and to several other points, as well as Athens. Italian troops have been penetrating Epirus, in North western Greece, and Italy was credited in some quarters with aspirations to retain control of this territory, although the Italian Government said that it merely desired to maintain order. This source of friction between Italy and Greece

has been removed by the Paris agreement, providing for the evacuation of all Greek Epirus, with the exception of the small triangle formed by the Santi Quaranta Road and the Epirus frontier, opposite the island of Corfu. For

the reasons indicated the Allied forces under the command of General Sarrail have never been able to conduct a vigorous offensive, but have been compelled to remain for the most part on the defensive. Sarrail alleged that bands of

The Macedonian campaign is the one most complicated by political considerations, and therefore is not to be grasped from the military standpoint alone. The photographs on these pages illustrate some phases of the operations.

armed brigands were being encouraged by King Constantine to harass the Allies' sorely tried forces around Saloniki, but despite the General's protests the Allied Governments refused to interfere in the domestic affairs of Greece. Sarrail at last in sheer self-defense, we are told by an English authority, abandoned protests and took to shooting the brigands. With Greece now on the side of the Allies and its Government headed by the great pro-Ally sympathizer, Venizelos, there is now some prospect of ending the state of military inaction which has been the chief feature of the so-called campaign in Macedonia, although the Balkan situation as a whole is still complicated by the attitude of Russia and the general lack of cohesion among the Allies, which the forthcoming conference to define war aims is expected to bring to an end.



GIVING THE SIGNAL ON THE APPROACH OF THE ENEMY'S AIRCRAFT.
(British Official Photo from Central News.)



BULGARIAN PRISONERS BEING MADE TO WORK FOR THE BRITISH BY CUTTING WOOD AND PERFORMING OTHER DUTIES.
(British Official Photo from Central News.)



BRITISH MOUNTAIN ARTILLERY IN ACTION ON THE DOIRAN FRONT IN MACEDONIA. THE SCREENS OVER THEM ARE TO PREVENT OBSERVATION BY ENEMY AEROPLANES.

(Photo Central News.)

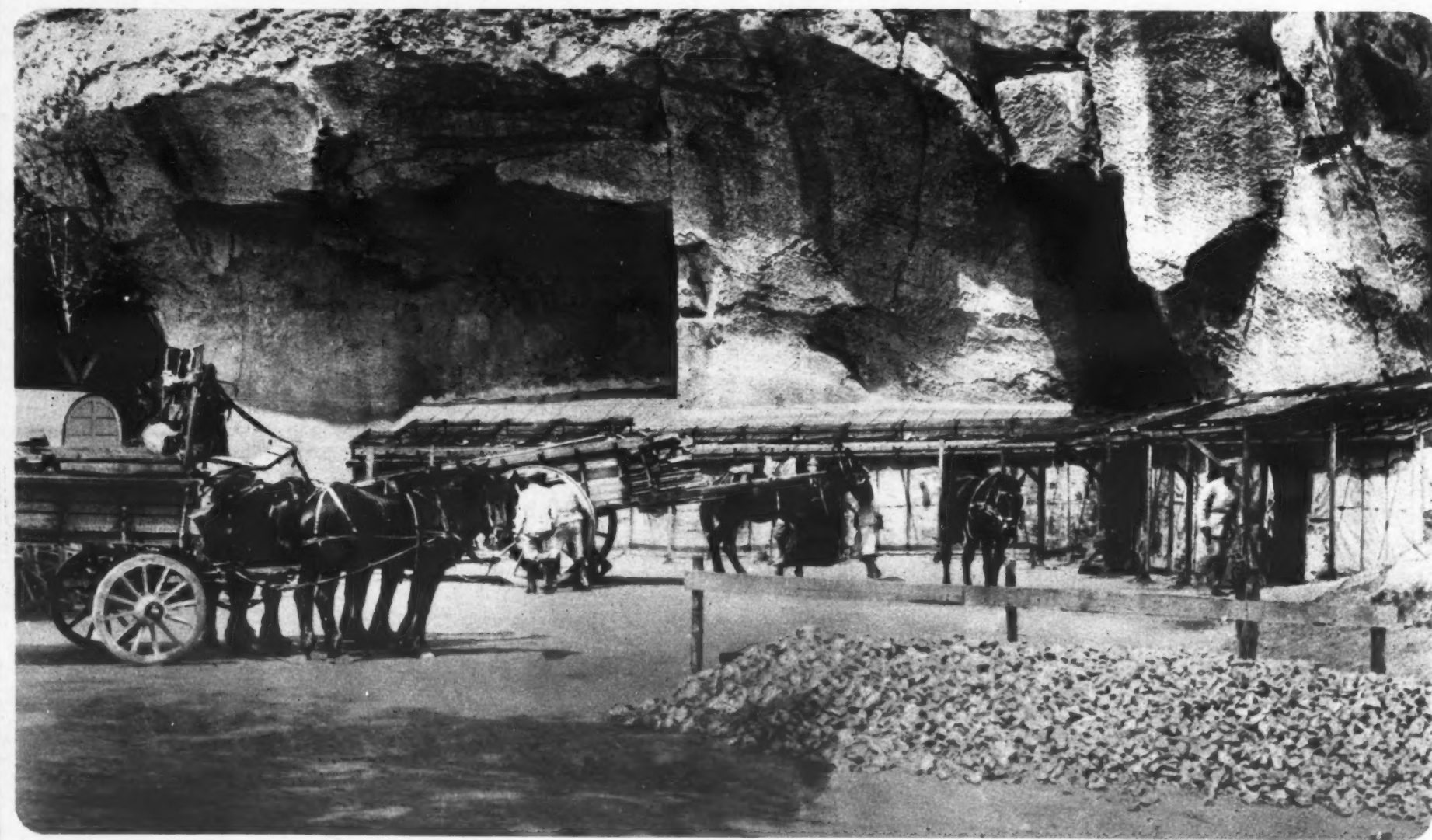
The Work Behind the Lines Makes as Great a Demand



It is estimated that for every man on the firing front three more are required for the necessary work behind the lines, such as supply and transport, construction of military work, reconstruction to make good damage done by the enemy's guns, and so on. The above pho-

tograph of a French supply train passing through a ruined village in France is typical of the incessant movement of the transport services behind the lines.

(French Official Photo from Pictorial Press.)

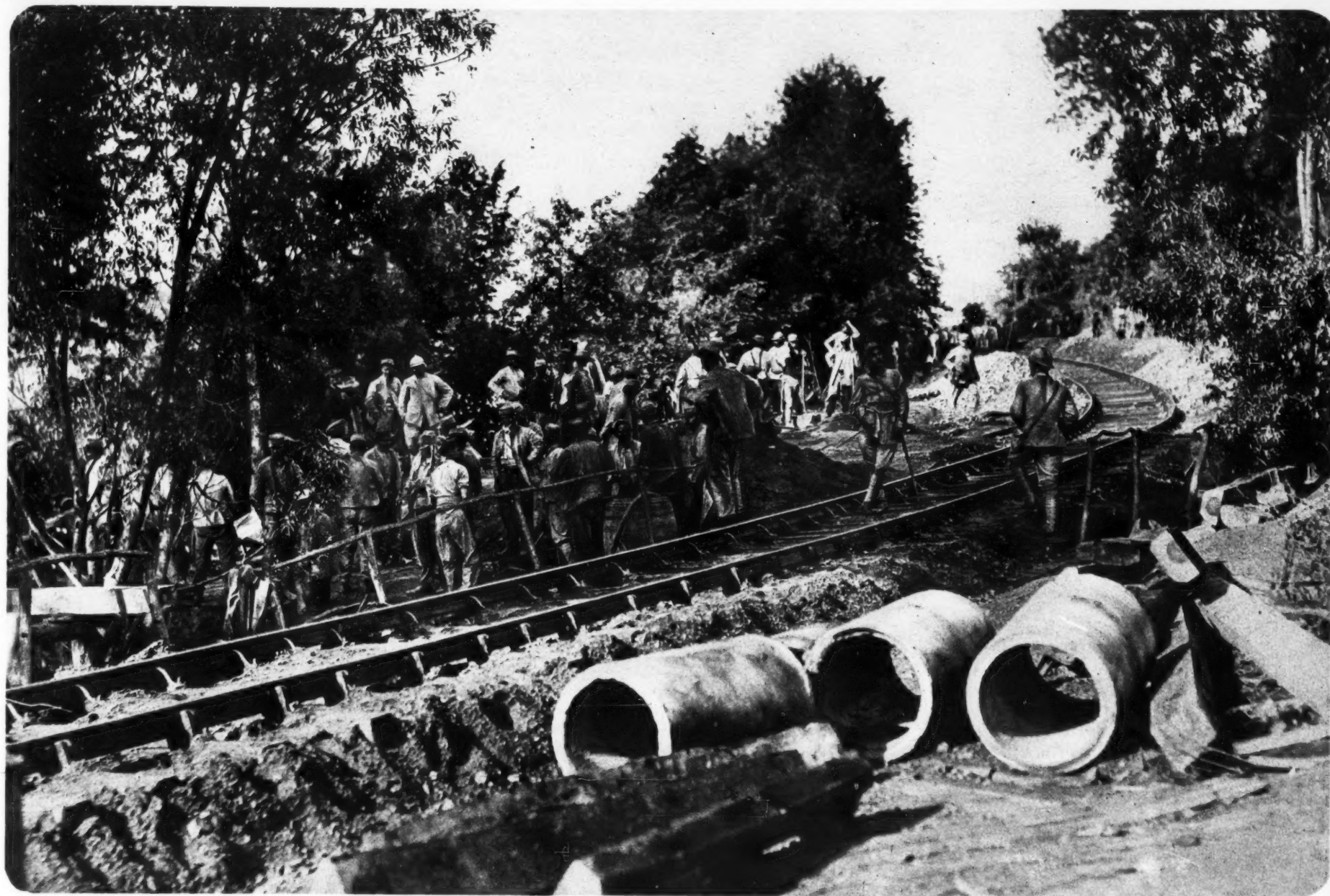


Another phase of the work behind the lines is shown in this photograph of a cantonment in the Meuse region. Advantage has been taken of the caves in this region to provide well-sheltered store-

rooms for the large variety of supplies which must be kept as handy as possible to the trenches.

(French Official Photo from Pictorial Press.)

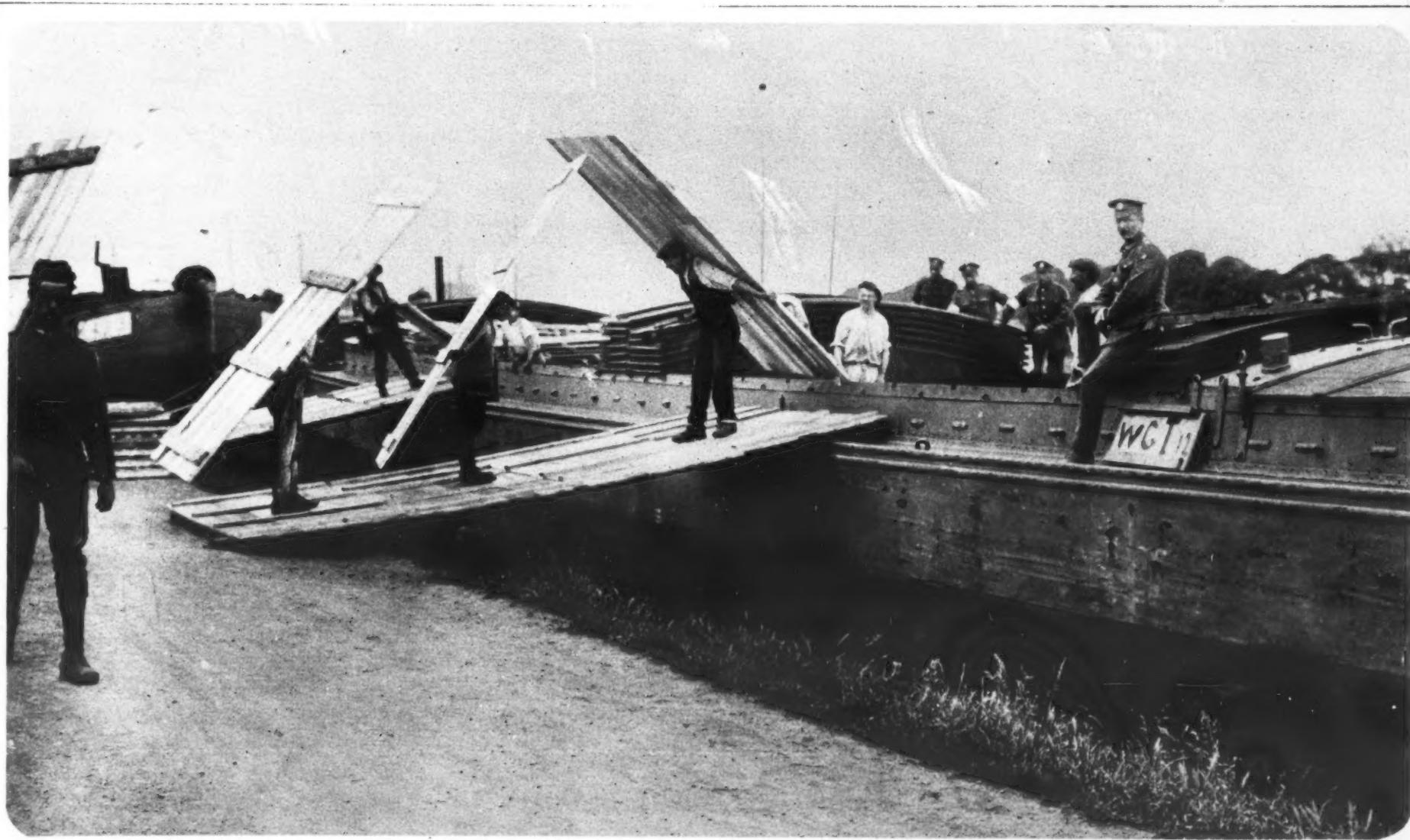
on the Energies of Soldiers as the Fighting Itself



The construction of railroads behind the front is one of the most important kinds of work which keeps a large number of men always busy. Military railroads have to be made with the utmost rapidity to keep pace with strategic plans, which are liable to sudden change.

When the complete information is made available after the war, total mileage of railroad construction on all fronts will be found to reach some surprisingly high figures.

(French Official Photo from Pictorial Press.)



This photograph illustrates still another phase of the varied work involved by keeping an army in the field. Here we see the parts of huts and shelters made by British women carpenters being loaded

on a barge to be transported along one of the canals in France to a base near the front. The housing of troops is in itself quite a formidable task, requiring a large amount of labor.

(British Official Photo from International Film Service.)

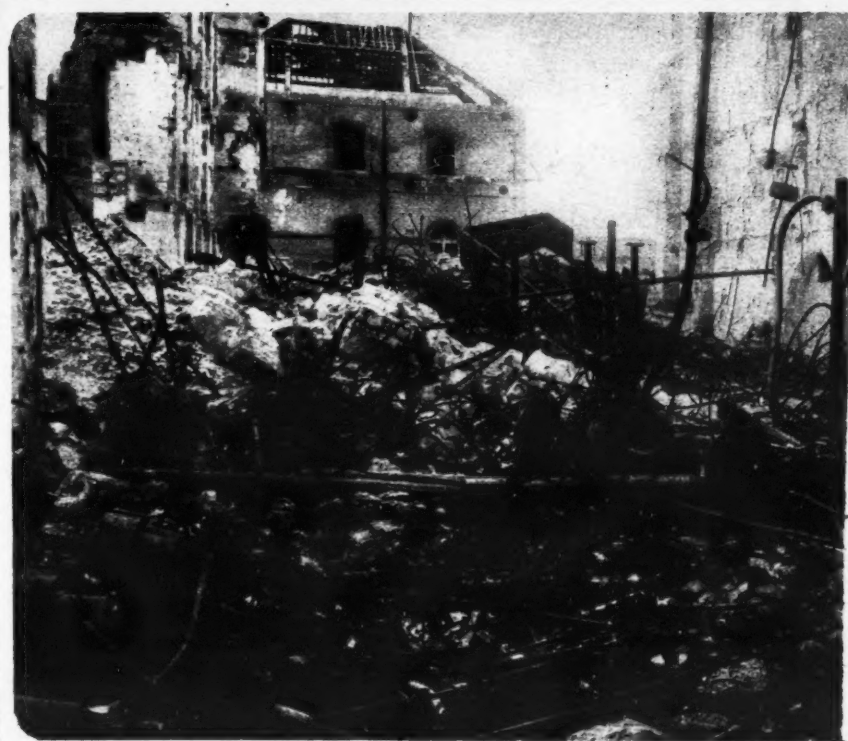
Systematic Destruction by Germans of French Fa



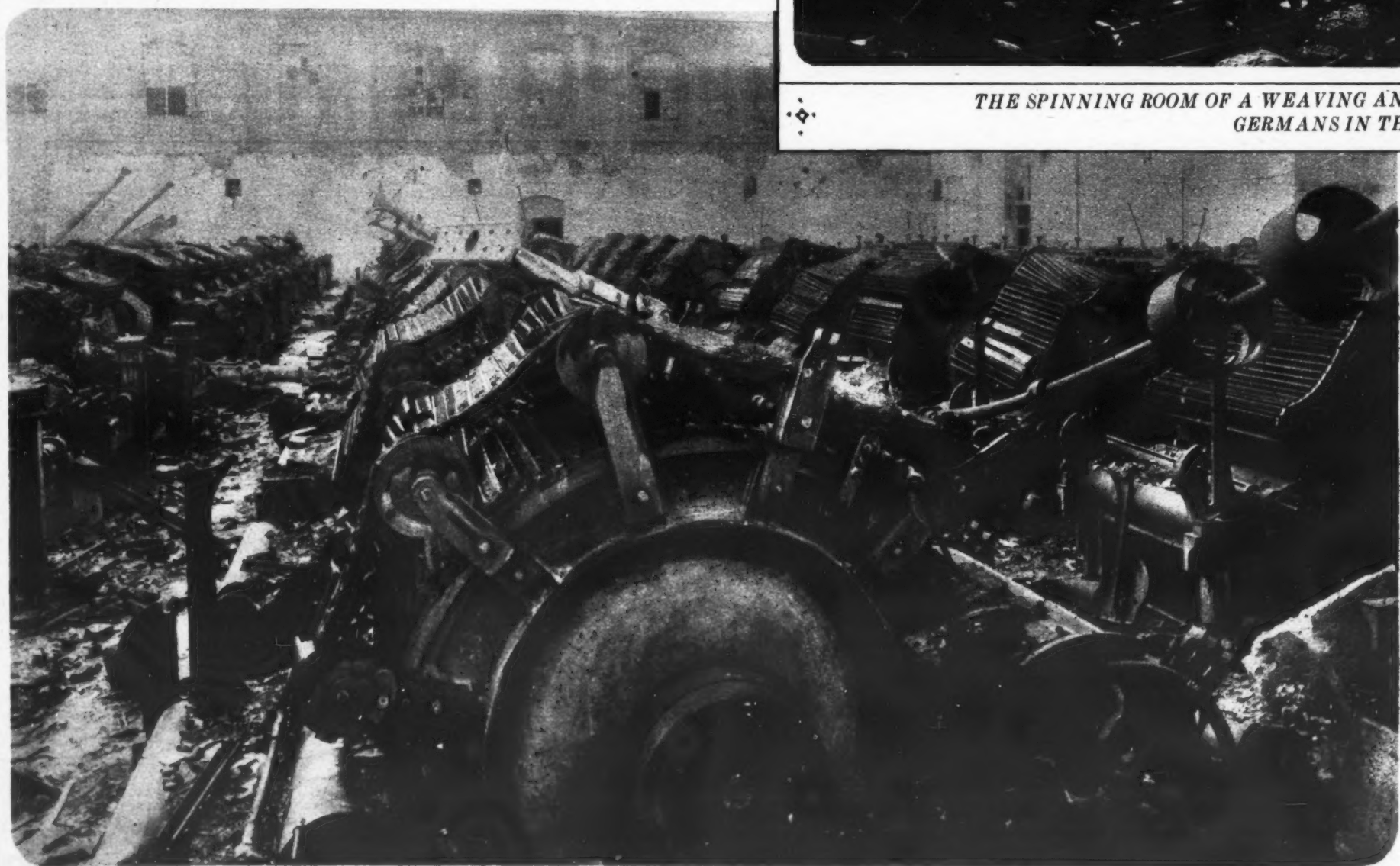
AGRICULTURAL MACHINERY DESTROYED BY GERMANS
BEFORE ABANDONING FRENCH TERRITORY.

WHEN the Germans evacuated nearly a thousand square miles of French territory in the early part of 1917 they carried out a plan of destruction and devastation so complete that obviously it was intended that the territory should never again be habitable. The factories were destroyed, houses demolished or burned, furniture stolen or smashed, trees cut down, wells contaminated, farm implements broken or carried away. The ruination of industry and agriculture was, as is shown by German army orders which have fallen into the hands of the French, most deliberate and

systematic; and we now have on these pages photographs just received which illustrate some of the methods of destruction employed. These photographs are only a very small selection from a very large number depicting such scenes. The supplementary report published by the French Government in the Official Journal of June 1, 1917, says: "Out of thirty-seven towns and villages in the Canton of Roye only three remain--Roye, Erchue, and Moyencourt; all the others were burned. In the Canton of Nesle sixteen communes were burned. In the Canton of Ham out of twenty-one towns there remain only Ham, Estouilly,

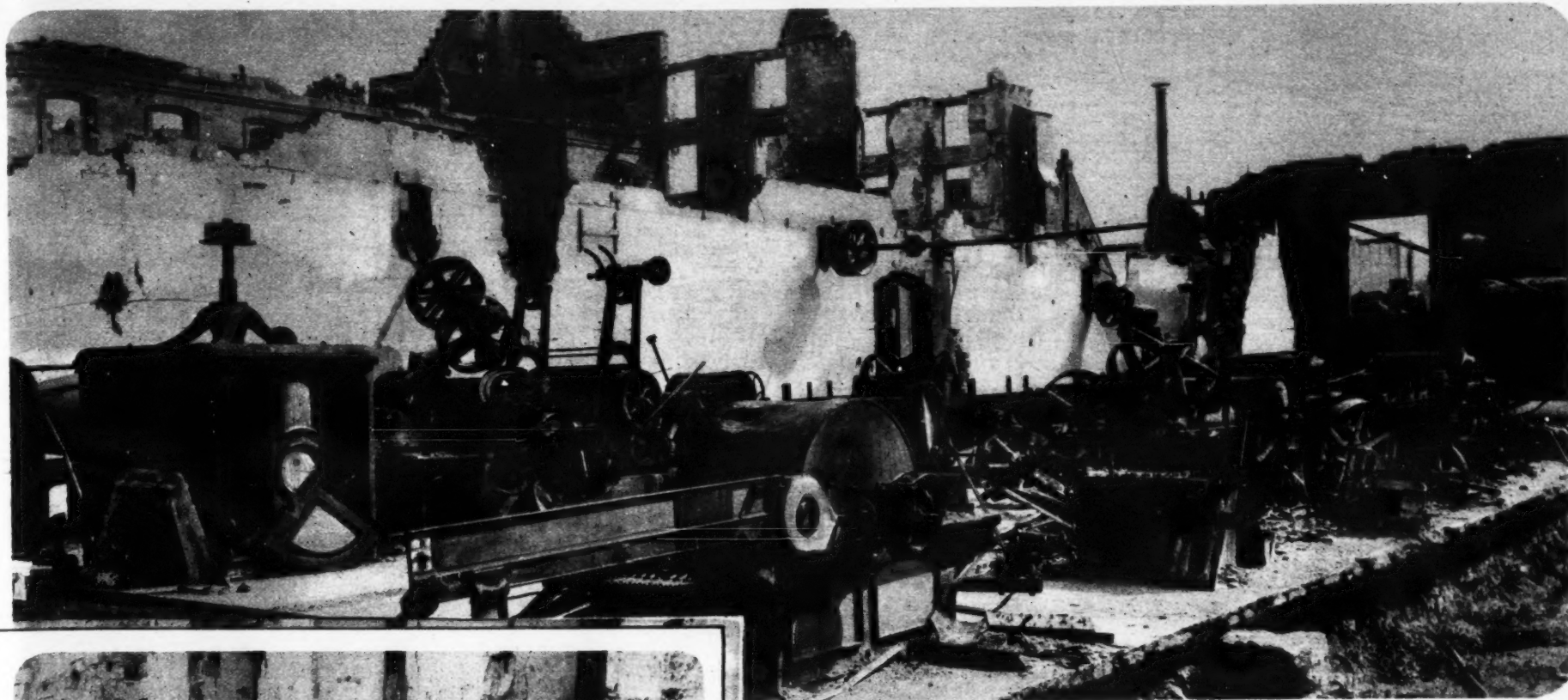


THE SPINNING ROOM OF A WEAVING AND
GERMANS IN THE



THE POWER FRAMES OF A WEAVING AND SPINNING FACTORY WRECKED BY GERMANS ON PLEA OF MILITARY NECESSITY
DURING THEIR RETIREMENT IN FRANCE EARLY THIS YEAR.

Factories, Farms and Agricultural Machinery



ANOTHER VIEW OF THE FACTORY, SHOWING THE THOROUGHNESS WITH WHICH IT WAS WRECKED.



Saint-Sulpice, and Eppeville. Even in places where the residences were not annihilated, the enemy tried, with all the means in his power, to ruin the country; and everywhere he ravaged the factories. At Bernes and Hervilly, adjoining towns, there were two important sugar factories. The soldiers blew up the buildings of both, having first pillaged them. All the destruction of property was executed with implacable minuteness. The Germans first made excavations or cut long, narrow channels in the walls, intended to promote the crumbling of the building when the mine exploded." An order of the day issued by one of the German

Generals stated that "the acts of destruction now in progress in the abandoned territory are intended to wipe out all war materials that would be useful to the enemy." But this is hard to reconcile with the fact that weaving and spinning factories and agricultural implements were destroyed, as well as a great deal else that could serve no military purpose. Since the German retirement good progress has already been made in rebuilding and restoring the devastated regions and making them once more look like the rest of the smiling and prosperous country we know as "La Belle France."

(French Official Photographs, from Pictorial Press.)

SPINNING FACTORY DESTROYED BY THE OISE REGION.



TYPICAL SPECIMEN OF THE DELIBERATE RUINATION OF FRENCH INDUSTRIAL PLANTS BY THE GERMANS DURING THEIR RETIREMENT IN THE OISE REGION. HUNDREDS OF FACTORIES WERE WRECKED IN THE SAME SYSTEMATIC MANNER.

Phases of Most Recent Fighting on the Western Front



GERMAN PRISONERS CARRYING THEIR OWN DISABLED MACHINE GUNS TO THE BRITISH LINES IN FLANDERS.

(Canadian Official Photo, from American Press Assn.)

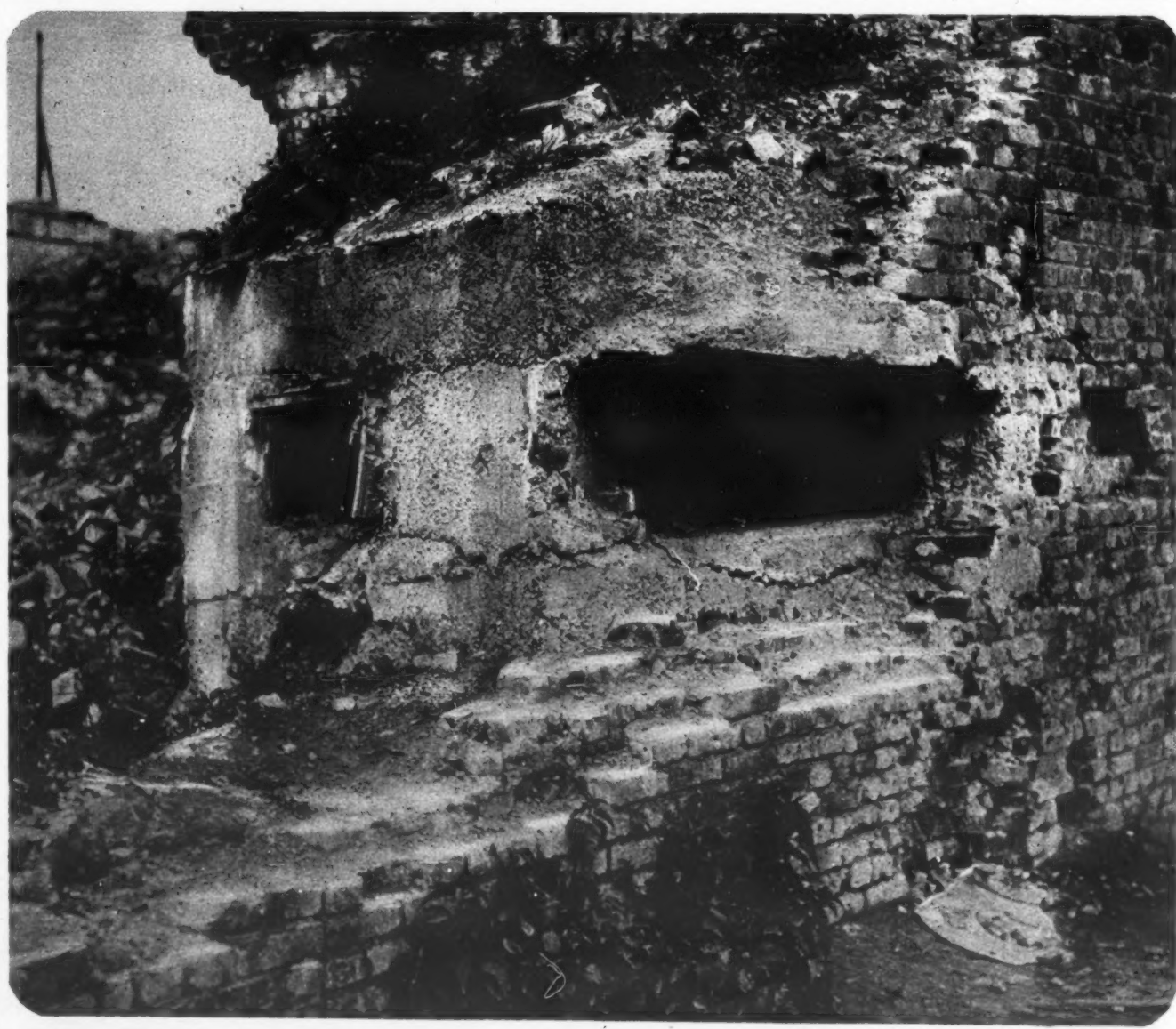
IN following up the daily chronicle of the war we read from time to time that British or French troops "entered the enemy's trenches." This bald official statement frequently conceals a thrilling or curious episode, for to "enter" a trench is not so simple or easy as it sounds. Sometimes it happens that after the enemy has been forced to retire, a trench and its occupants have been left behind and remain isolated by the barrage fire. They cannot rejoin their own forces, and yet, having their own machine guns and rifles, are still in a position to resist, sometimes for days. There comes a moment when the French, we shall say, have to "mop up" these trenches, and detachments of volunteers are called for. Frequently the raid takes place at night, and the prisoners are not brought back till next morning; but sometimes, as the photograph on the opposite page shows, the captors as well as the captured are held up

by artillery fire; and we get the strange spectacle of friend and foe sheltering from a common danger. It must be remembered that the kind of trench raiding we have just been speaking of is different from the in-

fantry charges against a complete system of trenches. These raids are in themselves of comparatively little value from a fighting standpoint, but serve an important purpose in keeping the General Staff informed on such

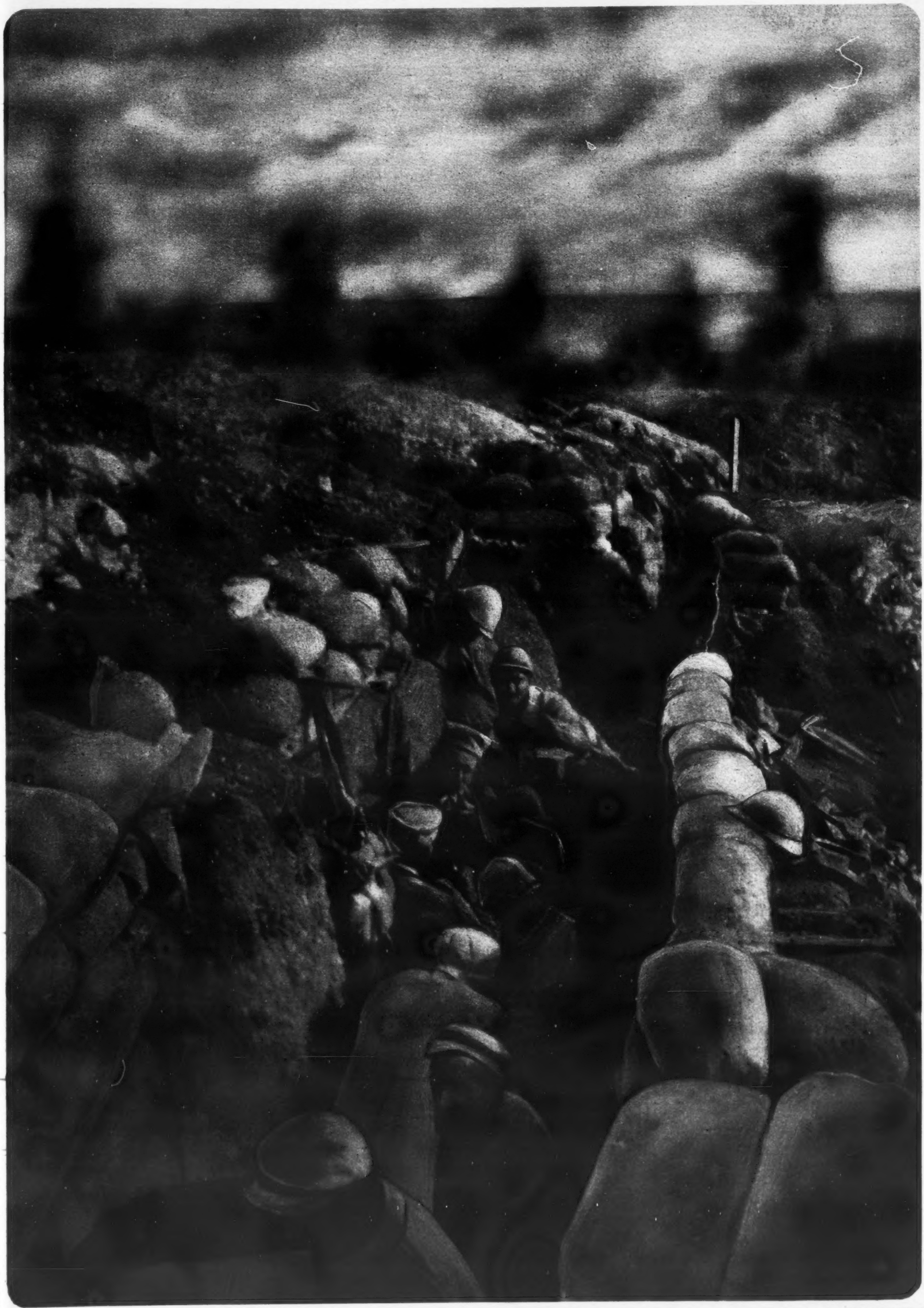
vital matters as the strength and disposition of the enemy forces. Thus, not the prisoners, but the badges showing what units they belong to, are frequently the valuable result of a trench raid. Generally speaking, trench

raiding has for its purpose the "feeling out" of the enemy, and discovering where he is strong or weak, for the art of warfare is largely a question of concealed concentration against a point where there are the best chances of breaking through the enemy's lines. The favorite times for trench raids are dark, moonless nights. Volunteers creep noiselessly over the parapets of their own trenches, armed with wire-cutting devices and bags of hand grenades, and in silence approach the enemy's trenches. One of the greatest handicaps is the star-shell, which, sent up by friend and foe alike at the most unexpected moments, will cause an illumination like daylight and thereby often frustrate the attempted raid. But with good luck the patrol will return with what they set out to get.



CORNER OF HOUSE CONVERTED INTO A MACHINE GUN EMPLACEMENT BY THE GERMANS. DESPITE HEAVY SHELLING IT REMAINED INTACT.

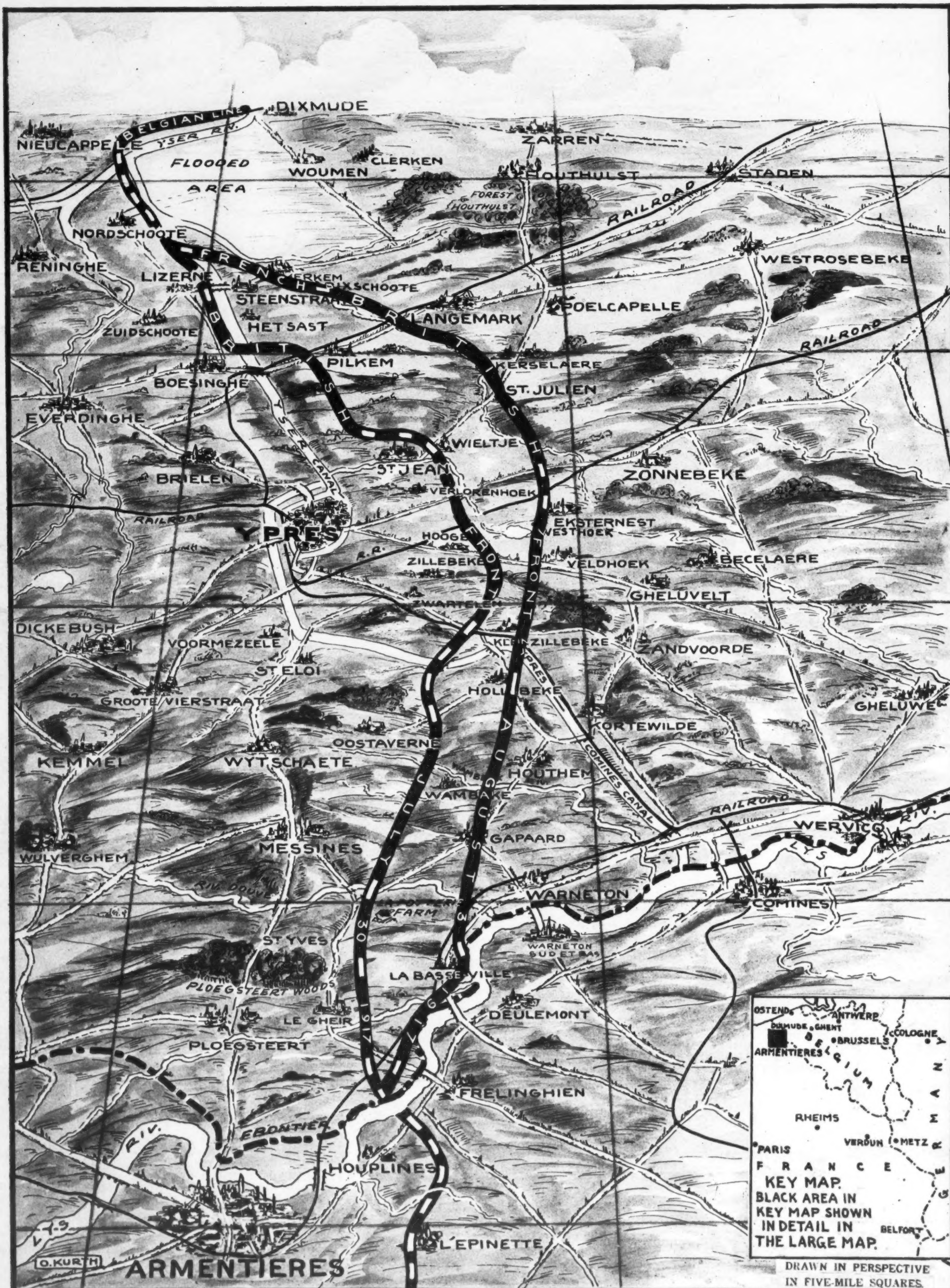
(Canadian Official Photo, from American Press Assn.)



THIS REMARKABLE PHOTOGRAPH, TAKEN ON THE CHEMIN-DES-DAMES ON THE FRENCH FRONT, SHOWS FRENCH SOLDIERS AND THEIR GERMAN PRISONERS LYING TOGETHER IN A NEWLY CAPTURED GERMAN TRENCH AWAITING THE LIFTING OF THE BARRAGE FIRE WHICH IS SEEN IN THE BACKGROUND.

(Photo International Film Service.)

Scene of the New Allied Offensive in Belgium



The Allies on July 31 opened another offensive, this time along a front extending from Dixmude to Armentieres, with the Ypres salient once more the central point of the fighting. The attack seems to be a sequel to the taking of Messines Ridge on June 7, the object now being to straighten out the sector. In the first dash the French and British troops pierced the

German line for a depth of two miles along a twenty-five-mile front and captured a number of villages and fortified positions. Strong German counterattacks were unsuccessful in driving the British from the high ground they captured. As this offensive is in its first stage, it is difficult to say what is its main purpose.

(Copyright The New York Times Mid-Week Pictorial.)

The New York Times Mid-Week Pictorial, published every week by The New York Times Company, Times Square, New York. Subscription rate, \$5.00 a year. Copyright, 1917, by The New York Times Company. Entered as second-class matter, February 15, 1915, at the Post Office at New York, N. Y., under the Act of March 3, 1879, and with the Post Office Department of Canada as second-class matter.